

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION V

DATE: April 17, 1995

SUBJ: Standard Scrap Metal/Chicago International Exporting Site Pollution  
Report

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POLREP NO: POLREP 19

EPA Region 5 Records Ctr.



231939

II BACKGROUND

Refer to POLREP # 1

III SITE INFORMATION

Refer to POLREP # 1

IV RESPONSE INFORMATION

A. Situation

1. Current Situation

Refer to POLREP #1

2. Removal Activities (April 10, 1995 thru April 14, 1995)

\* Crew removed and decontaminated equipment from the Main Yard building on 4/10/95 after completion of decontamination of the main building.

\* OSC Faryan met with CIE & SUNECS representatives on 4/10/95 to discuss PRP's air monitoring and sampling plans. OSC had asked SUNECS to submit their air monitoring experience to further evaluate their capabilities. SUNECS was approved as CIE's contractor by a memo dated 4/13/95.

\* CIE's Steve Cohen informed OSC that they will not be able to sort out the non-ferrous/dirt pile on high pad and gave consent to ship out this pile.

\* Track loader was moved onto the high pad of Main Yard on 4/10/95. Track loader moved material from the high pad to the northwest corner of the high pad and a front-end loader loaded the material into a rail car.

\* Crew assisted CIE in sorting out the motor and scrap pile located east of the shredder at J 16 & 17 grids. The soil resulting from this operation was periodically moved onto the high pad and ultimately into the rail car.

\* Crew continue loading the rail car with soil, fluff, and scrap removed from the high pad of Main Yard.

\* Chicago International Export (CIE) continued shredder operations during this week.

\* CIE is now using the new cement pads to stockpile their motor and scrap piles.

\* ERCS work is limited by the work space made available by CIE. No work occurred on 4/14/95. ERCS work may be required to shut down until the time CIE completes clearing out work areas.

\* No high volume air sampling was conducted last week.

### 3. Enforcement

CIE's legal counsel and U.S. EPA agreed to allow CIE two weeks to move motors and debris on the West half of the main yard by April 24, 1995. The East half of the main yard is to be cleared by April 28, 1995. The concrete pad (Area B) is to be cleared by May 12, 1995. CIE and their counsel have agreed that if the areas are not cleared by those dates then the U.S. EPA will remove all soil, debris, and fluff. This will be agreed upon by an order which will be entered into Federal Court.

### B. Planned Removal Activity

Refer to POLREP 1 through 18

### C Next Steps

- \* Complete back filling operations of West Yard
- \* Continue transportation and disposal of contaminated soil and debris, and fluff
- \* Continue High Volume Air Sampling for lead and total suspended particulate when visible emissions are detected.
- \* Collect samples from the shredded material, baghouse, and pre-shredded material as needed.
- \* Clear debris, motors, copper fines and debris from the Main Yard.
- \* Dispose of contaminated debris and soil at a TSCA Landfill.

### D Key Issues

- \* Monitor compliance with the Unilateral Administrative Order to Chicago International Exporting to cease releases PCBs from the shredding and gravity separator operations.

### COST INFORMATION (as of 04/14/95)

	COST	CEILING
ERCS	\$ 2,328,119	\$ 3,300,000 (as of 4/12/95)
TAT	\$ 108,332	\$ 150,000
U.S. EPA	\$ 90,643	\$ 100,000

### VI DISPOSITION OF WASTES

- \* A total of 103 rail cars have been shipped off-site for an estimated total of 9,270 tons. Two waste disposal shipments occurred this week.
- \* Five tanker loads approximating 20,600 gallons of UST contents and water collected from the UST excavated area have been shipped to Safety Clean (Breslube) as of 1/20/95 for disposal